(1848 feet long) had a flat roof. Mr. Barry had suggested ornamental decoration by the flags of different nations in the angles, and the spandrels shown in the drawing had been proposed with the same object.

The Chairman regretted that the roof of the nave had not been made, as that of the transept was, hemispherical.

Mr. Digby Wyatt explained that there were structural and pecuniary difficulties involved in that point. The roof of the transept, as at present constructed, formed a perfect truss; but it would have been very difficult to apply the same principle to the great length of the building from east to west. What was perfectly safe in a short length might be weak in a long one.

SIGHTS AND SCENERY.

The Princess's Theatre.—The *First part of Henry IV.* is so well played here in all its parts by the Keans and the Keeleys, Bartley and Belton, Harley and Meadows, and we can so conscientiously recommend all who like the English drama to go and see it, that we have the less compunction in pointing out to the able artists attached to the establishment, the anachronism they exhibit in some of the scenery. Henry IV. reigned from 1399 to 1412. The architecture of "a Room in the Palace," in the first act, was not introduced till a hundred years afterwards; and the same must be said of "the Inn-yard at Rochester." The costumes are beautiful, and the acting, as we have already said, exceedingly good.

Panorama of the Holy Land.—The artists of the very successful panorama of the Nile, Messrs. Warren, Bonomi, and Fahey, have nearly completed a very interesting panorama of the Holy Land, from sketches made in the country by Captain Byam Martin and Mr. Bonomi. From Suez they will follow the route of the Israelites, and show the wells of Moses, Sinai, Akabah (a caravan starting for Mecca), the mysterious Petra, with the ruins at large, Jericho, Bethlehem, and Jerusalem. The interior of the Mosque of Omar, in the latter city, will afford a novel and striking subject for one of the pictures.

SEWER ACCIDENT, NORTHUMBERLAND-STREET, STRAND.

The death of two men has been caused by the rushing in of water to a large sewer now in course of construction at the end of Northumberland-street, in the Strand. The works, which have been carried on here for some time past, are for the purpose of connecting two sewers, one coming from Parliament-street and the other from Whitehall, through Great Scotland-yard. The object of constructing these sewers, and making them meet at the river's edge at the bottom of Northumberland-street, was (it is said) to prevent the Westminster sewers, heretofore discharged in the vicinity of the new Houses of Parliament, from contaminating the atmosphere in and around the new Palace; and, to do this, it was necessary to reconstruct the sewer coming down Whitehall and Parliament-street, and discharging itself in the Westminster main sewer, and make it meet at a point at the bottom of Northumberland-street, where the new Westminster sewer is intended to discharge itself. The sewerage is thence taken by a wooden tube, secured between piles, which, by the way, will be dangerous for barges, to nearly the middle of the river.

The cause of this accident may be briefly explained by the evidence of one of the witnesses at the inquest, Mr. W. B. Scott, clerk of the works under the Commission of Sewers. He said, the Victoria sewer, extending along Parliament-street, was intended to join another sewer, running into the river at Scotland-yard, the point of junction being close to the river. The Victoria sewer had to be carried across the mouth of the Regent-street sewer, and it was contemplated to effect this by an open cutting, the new sewer being on a level several feet lower. Some water from land springs had collected in the new sewer above the outlet of the Regent-street sewer, and the contractors were anxious to get this accumulation drained into the lower part towards the point of junction and outfall. Accordingly, and without the consent or knowledge of the officers of the commission, on Sunday they drove a heading or small tunnel under the mouth of the Regent-street sewer, and at a distance from the bottom of several feet. The consequence was, that on Monday forenoon, the tide being in, the bottom of the Regent-street sewer gave way, under the pressure, and the water rushing in, the two deceased men were drowned.

The contractors for the works are Messrs. Humphreys and Thirsk!—the amount of the contract was nearly 8,000*l.*, but very much more than this has been spent,—and for what we suppose must be considered only a temporary measure.

At high water, the discharge from the sewer will be stopped by gates at the bottom of Northumberland-street, and some of the inhabitants of the neighbourhood are manifesting alarm at the probable consequence of a severe storm during high water, when there would be no escape from the flood.

ST. MARGARET'S CHURCHYARD, WESTMINSTER.

In the Report on Extramural Sepulture, page 8, Dr. Reid says, "that the state of the burying-ground around St. Margaret's churchyard is prejudicial to the air supplied at the Houses of Parliament, and also to the whole neighbourhood;" that "these offensive emanations have been noticed at all hours of the night and morning;" and that even "fresh meat is frequently tainted" by the deleterious influence of gases issuing from this same churchyard. I reiterate these facts here, in order to tell you as a sequel how very little good has followed their enunciation. One would have imagined that, with such statements as these before them, no parties, however much interested, could persist in keeping up—yea, in enlarging the amount of the putrescent and hurtful vapours referred to. Yet so it is. Graves are still opened in this corrupt and overfull ground. Human beings are still interred,—not in good fresh soil,—not in native dust,—but amid the undecayed *débris* of their departed ancestors. The *old* tenant is dispossessed by the *new*, who is laid down amongst *his* bones and the broken portions of *his* coffin. Lately, interments have *again* become more frequent here. I say *again*, because last year did have a little effect upon the numbers. The pestilence *spoke*, and was *obeyed*. Alas! that it should only have had obedience while present to enforce it. *Now*, three or four times a week do the inhabitants around behold the sexton on the look-out for another "resting-place,"—marching-iron in hand, he traverses the ground, over and anon staying to try what appears to be a "*likely place*;" not that he *expects* to gain a spot quite untenanted, oh, no—*he knows* full well that every inch is occupied; all he endeavours to do is to find a place where the coffins beneath are sufficiently decayed to allow of breaking up. If his *borer* get but an easy passage, it matters little whose skeleton it may pass through. A spot found, there ensues a scene to "*human eyes* disgusting"—a scene which it will be better to leave unnoticed; all that I would further observe about it being, that parties have been seen to pick up some of the human bones thrown up by the gravedigger, and take them off I know not where—most probably, however, to the shops that purchase such like commodities. This ground must be closed. Whether it would be advisable to *pave it level*, or to lay it out in a *shrubbery*, may well be an after consideration; the first thing is to get it shut up. I must say, however, that I should very much like to see it adorned with small trees and shrubs; and what a far better effect would they give the abbey than the nasty, irregular, uneven stones that are now scattered at various heights upon its surface. La Pay.

SCULPTURE IN ENGLAND.

Permit me to make a few observations on the recent remarks in your paper on "The Neglect of Sculpture in England." As a sculptor I can well verify most of the statements, though I cannot quite agree with the writer that sculpture is on the decline in England. Painters have of late loudly complained that testimonials have turned from the canvas to bronze and marble; and it is certain that of late years we have in such matters received our due share of public patronage. Trade pursuits are not the only hindrance to its progress. Noblemen and gentlemen who, in Italy or abroad, are purchasers, are here absorbed in parliamentary or magistrate duties, or field sports. Our Government, again, is most fickle and contradictory, and either very pinching or very profuse. The whole of the exterior details of the New Houses of Parliament were entrusted to a provincial carver, under whom I well remember were several artists of talent and education, and student members of the Royal Academy, who had to work as under-strappers—ornament men placed on the figures, and sculptors on the ornament, producing at first the most inglorious confusion. The first statues and shields of arms and supporters were infamous; the pay was wretched. Although in the case of the Nelson Column details the pay was as bad, Government patronage was really the reverse of that of the houses. The designing artist of all the sculptural details of Mr. Railton's plan was put to one side, and the several items of detail were given at a niggardly price to four or six artists of conflicting styles, the architect having no power over his own work. Then again the same motley patronage in the case of the interior decoration of the new House of Lords, where, in place of there being a directing head in the case of the Magna Charta Barons, artists have been appointed unacquainted with the mediæval character and costume, so necessary to produce a proper work, to the exclusion of those best versed in such data. There is no doubt that the Royal Academy has not placed sculpture in that position with regard to space which such works required; and there has been a leaning of patronage to the so-called self-taught artist,—sometimes a man of the woods on some nobleman's estate, who has managed to surprise his lord and his neighbours by some grotesque effort in clay, stucco, or wood. Until the Government is more honest and liberal, sculpture must fight its way on under every difficulty. R.

ENGINEERING AND ARCHITECTURAL DOINGS IN IRELAND.

The Drainage Commissioners of the Board of Public Works have received an estimate for the drainage works in the district of the Quoile, in the county of Down; the amount of which is 19,000*l.*

The landed proprietors of West Carbery and others interested in the promotion of a railway to the Western Harbours of the county of Cork, met lately in the Court-house at Bandon. Mr. Nixon, C.E. has estimated the cost of a line from Bandon to Crookhaven at 395,000*l.*; steps are being taken for the furtherance of this object.

The directors of the Midland Great Western Railway purpose erecting an extensive hotel in connection with their terminus at Galway, and designs are, we understand, in preparation for same by Mr. Mulvany. A segmental iron roof 400 feet long and 50 feet wide, is being constructed at the Galway terminus by Mr. Turner, of Dublin. Deck beam principals, 7 inches wide by ½ inch thick (in 4 lengths), secured to cast iron shoes; tie bars, 2½ inch section; the principals, 12 feet 6 inches apart, equal to 40 feet wide, of ½ inch thick rough plate glass to be continued the entire length of roof; scrap ties 6 inches, a lantern running through; centre link, 14½ inches by 13 inches wide, oval shape, into which the diagonal tie bars, main chord tie bars, and centre strut are secured; the roof to be covered with corrugated iron, 16 gauge. The cost will probably be 3,700*l.*

The Berehaven Union Workhouse, which was commenced in 1848, is rapidly approaching completion: it has been erected under the supervision of Mr. D. W. Murphy, of Bantry, and Mr. J. Downing, of Bereham. It is situated on an eminence: the style is Italian. The board-room and principal offices are in the front, the master's and matron's are in the centre of the building.

A new workhouse is proposed to be erected at Castlecomer according to the plans by the Poor-law Commissioners' architect, Mr. Wilkinson, and tenders have been invited.

The report of Mr. Tarrant, C.E., states that the stability of the lattice viaduct at the Nore has been fully tested for the past six months, no alteration in the bearings, or unexpected increase of deflection having taken place.

On the 19th November, considerable excitement prevailed in the town of Ballymoney in consequence of the introduction of gas into the houses and streets. The work was effected by Mr. Archibald Cameron, the contractor; the Earl of Antrim (the principal landlord) having given great encouragement. The Messrs. Campbell, McNabb, and Clark, of Greenock, fitted up the metal work for the contractor.

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